

11/9/15 Budget & Finance Committee



1. Action Items
2. Project Description
3. Public Outreach
4. Transportation Plan
5. Mission Bay Transportation Improvement Fund

Four Action Items

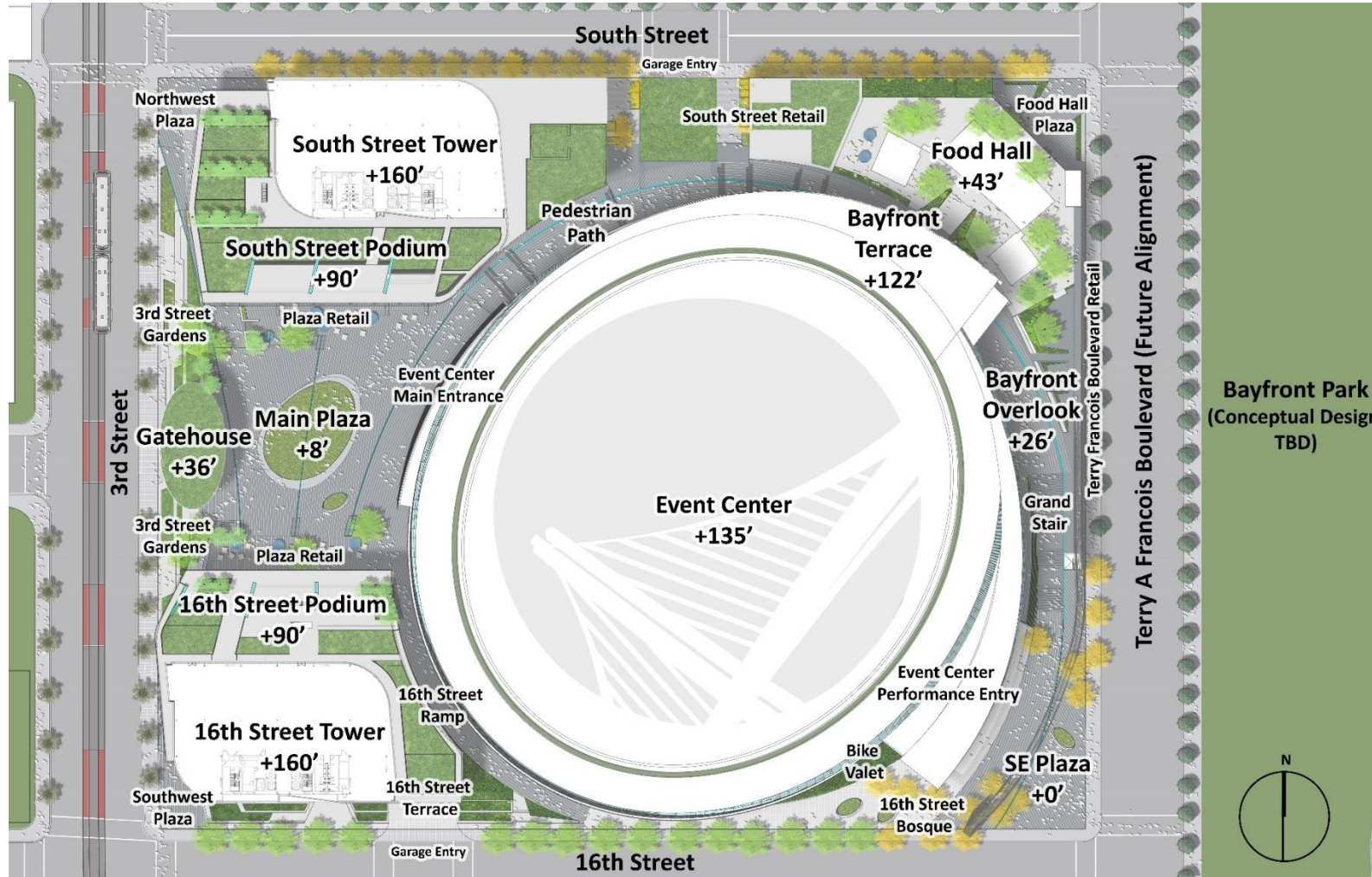
1. Resolution adopting CEQA Findings, including a Mitigation and Monitoring Reporting Program
 - Certified by OCII 11/3 and adopted by the SFMTA Board 11/3 and Planning Commission 11/5
2. Ordinance establishing a Mission Bay Transportation Improvement Fund and Advisory Committee
3. Ordinance delegating public improvement approvals to the Directors of Public Works and Real Estate
4. Ordinance ordering 4 easements for water line, sanitary sewer, and/or storm water purposes and 2 offers of dedication

Project Site

- Blocks 29-32: 11 acres of vacant property located within Mission Bay South Redevelopment Plan Area
- The Golden State Warriors purchased Blocks 29-32 from salesforce.com
- 100% privately funded



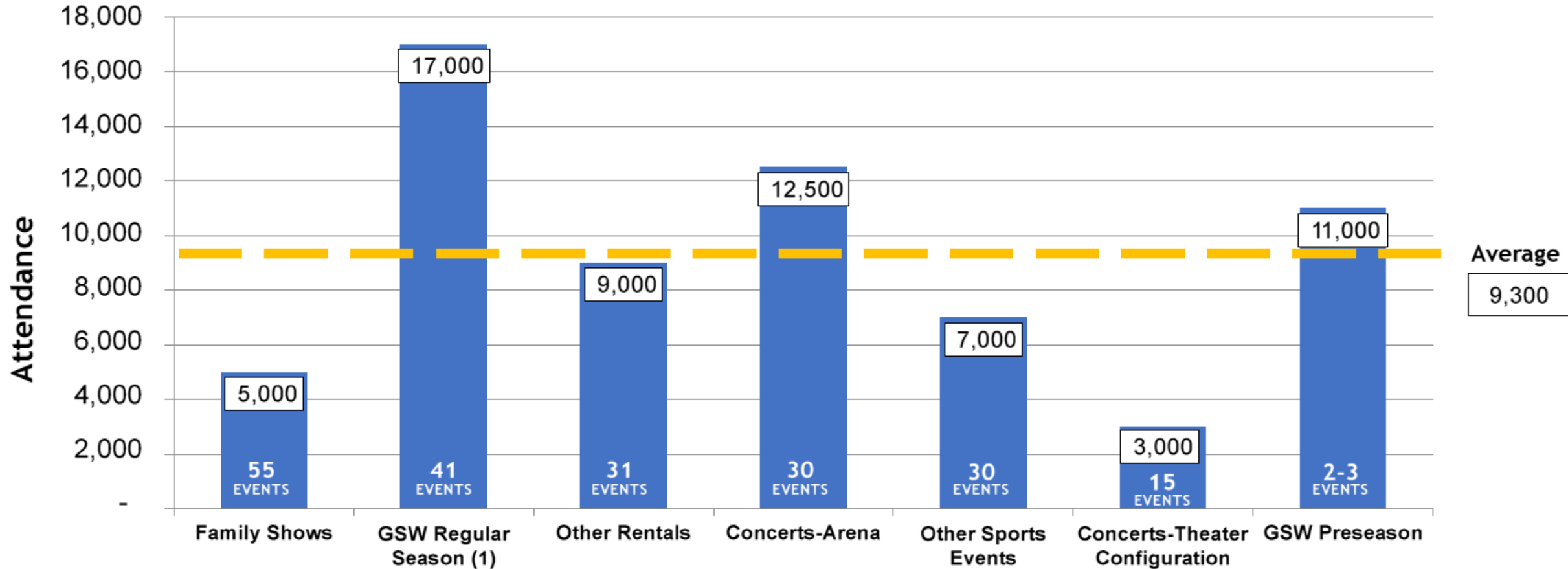
Project Description



- 18,064 seat arena
- 580,000 gsf office
- 125,000 gsf retail
- Within existing Mission Bay height limits
- 950 parking stalls + 132 sites at 450 South St
- 3.2 acres on-site open space



Projected Arena Events Attendance



(1) Attendance levels are lower than sell out capacity due to industry-standard No Show rate. GSW playoff games will range from zero to a maximum of 16 based on GSW performance.

View From Third and South Streets



Entrance to the Plaza on Third St



Plaza and Primary Arena Entrance



Summary of Public Outreach

- 18 months of stakeholder outreach including:
 - Mission Bay, Rincon, Potrero, Dogpatch and Eastern Neighborhood groups; UCSF Mission Bay; SF Giants; Biotech Roundtable; SF Bicycle Coalition; WalkSF; Ballpark Mission Bay Transportation Coordination Committee
- 10/6/15 – UCSF officially endorsed
- 10/8/15 – Mission Bay Citizens Advisory Committee unanimously approved
- 10/20/15 – Life Sciences Community officially endorsed
- 11/3/15 – OCII unanimously approved the project and certified the FSEIR
- 11/3/15 – SFMTA Board unanimously approved CEQA Findings and a resolution urging adoption of the MBTIF
- 11/5/15 – Planning Commission unanimously approved design review and office allocation



Transportation Improvements 2015-2020



- Major transportation investments 2015-2020
 - Local Street and Bicycle improvements
 - 2017 – Transbay Terminal
 - 2018 – Blue Greenway
 - 2018 –22 Fillmore Transit Priority Project (16th Street)
 - 2019 – Central Subway
 - 2020 – Caltrain Electrification
 - 2020 – Ferry Terminal Expansion

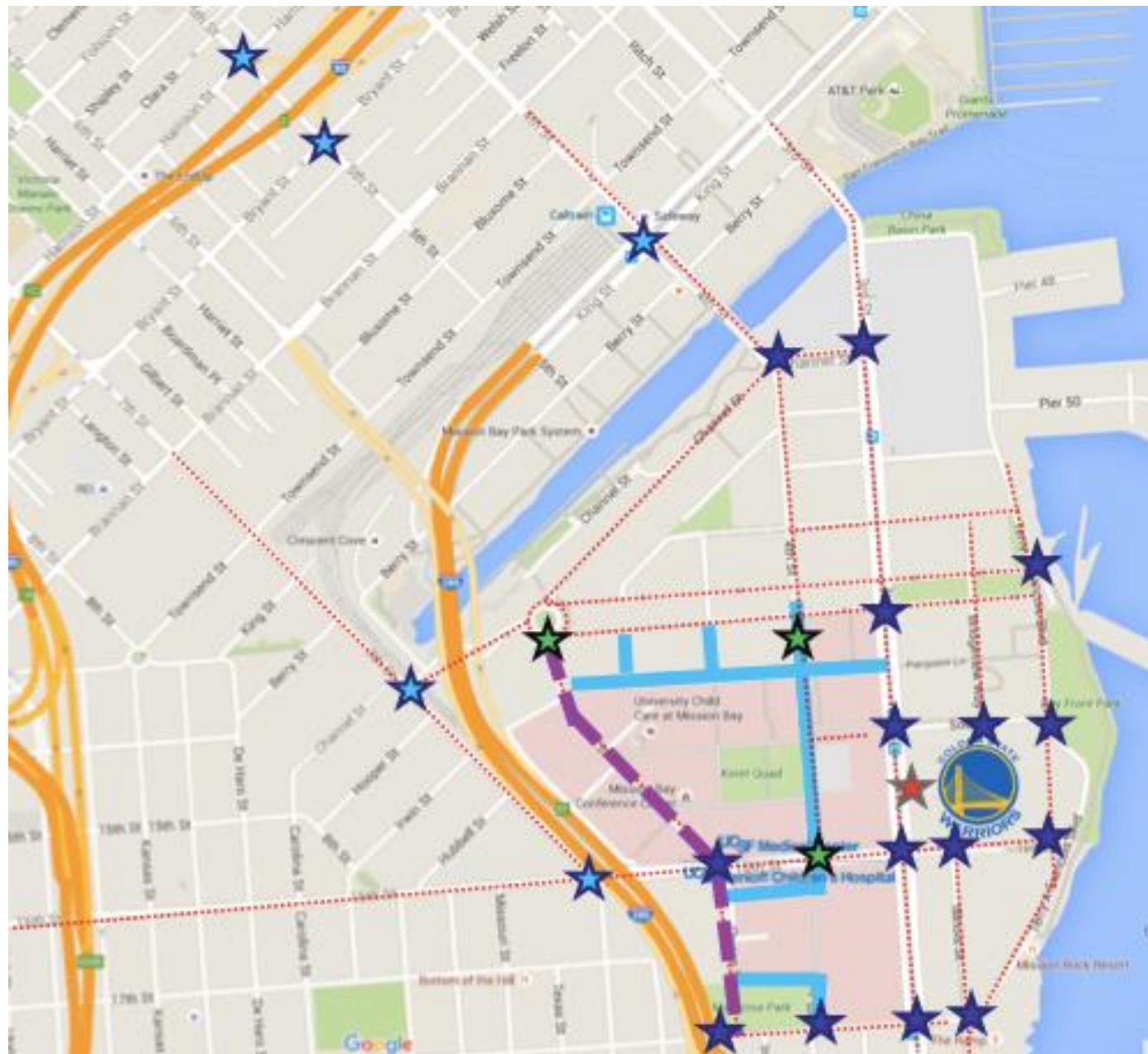


Muni Special Event Transit Service Plan (TSP)



- T-Third decreased headways and longer trains
- Special Event Shuttles – 16th Street, Transbay Terminal and Ferry Building, Van Ness BRT, Augmenting T-Third
- Transit Connections – Mission Bay Shuttle, BART, Caltrain, WETA, Golden Gate, AC Transit, SamTrans
- Variant – T-Third Center Boarding Platform

Traffic Management & PCO Locations



Local/ Hospital Access Plan

- DSEIR Analyzed
Arena Path of
Travel
- Local/UCSF
Circulation
- Owens Street
Local Access
(Arena Traffic w/o
Pre-Paid Local
Parking
Assignments
Discouraged)
- On-site Mgmt Ctr
- PCO (DSEIR location)
- PCO (New location)
- PCO (L/HAP)

One-Time Capital Sources and Uses

	Sources (Millions)	Uses (Millions)
One-Time Capital Improvements <i>Purchase 4 LRVs, Install Crossover Tracks, Expand the T-Third Platform, Augment Power, Install Signals/CMS/CCTVs and Upgrade TMC Network</i>		(\$55.3)
One-Time Project-Generated Sources <i>TIDF, Property Transfer Tax, Construction- related Taxes*</i>	\$25.4	
Remaining Payment to Finance	\$29.9	

Projected Annual Tax Revenues (FY 14 \$)

Annual General Revenue

Property Tax	\$ 912,000
Special Fund Property Tax	\$ 868,000
Sales Tax	\$ 521,000
In Lieu Parking Tax (MTA)	\$ 482,000
Hotel/Motel Tax	\$ 1,667,000
Stadium Admissions Tax	\$ 4,336,000
Utility Users Tax	\$ 254,000
Gross Receipts Tax	\$ 2,473,000
<i>Subtotal</i>	<i>\$ 11,513,000</i>

Annual Other Dedicated

Parking Tax (MTA 80%)	\$ 1,929,000
Special Fund Property Tax	\$ 148,000
Public Safety Sales Tax	\$ 260,000
SFCTA	\$ 260,000
<i>Subtotal</i>	<i>\$ 2,597,000</i>

Annual TOTAL

\$ 14,110,000

Projected Annual City Uses (FY 14 \$)

City Uses	Total (Millions)
Dedicated & Restricted*	\$2.9
City Operating Costs	
SFMTA \$5.1	\$6.1
SFPD \$0.9	
DPW \$0.09	
Payment for Capital Improvements	\$2.7
Dual Event Fund	\$0.9
Remaining Balance	\$1.5
Annual TOTAL	\$14.1

Mission Bay Transportation Improvement Fund

- BoS ordinance creating a Controller's Reserve Account
- Funds appropriated annually by BoS to SFMTA
- Dedicates portion of project-generated revenues to cover City transportation costs ensuring service is NOT diverted from elsewhere in the City
- Subject to maximum annual deposit: 90% of estimated funds as determined by the Controller
- Establishes a \$1M Dual Event Reserve and measures/monitors transportation conditions to prevent excessive delays above local travel times
- Built-in public review and accountability



MBTIF Advisory Committee

- Creates a 5-member MBTIF Advisory Committee to advise the BoS, the MTA, Public Works (“PW”), the Police Department (“SFPD”), and other decision-makers on the use of monies in the Fund
 - Representatives include:
 1. Golden State Warriors
 2. UCSF Mission Bay
 3. Resident from MB/Dogpatch/Potrero
 4. Business from MB/Dogpatch/Potrero
 5. Supervisor’s District
- At least one of which must also be a member of the BMBTCC



Questions

Adam Van de Water
Project Manager
Office of Economic and Workforce Development
adam.vandewater@sfgov.org
(415) 554-6625



Budget Analyst Recommendations

1. Specify that if revenues are insufficient to cover expenditures for transportation services, then the Warriors will be responsible to provide additional transportation services to comply with EIR Mitigation Measures TR-2b and TR-18

Response: OCII already imposed the requirements of these measures, along with implementation of the TMP, as conditions of approval in Resolution 70-2015. These conditions are independent of whether SFMTA gets funding. They are also included in the first item before you today, the Resolution adopting CEQA Findings which state that the SFMTA will only implement its obligations under TR-2b and TR-18 if City funds are available to do so.



Budget Analyst Recommendations

2. Specify that only tax revenues generated onsite are included in the Controller's estimates of revenue generated by the Project

Response: *The fiscal feasibility analysis conducted by EPS, peer reviewed by KMA and approved by the Controller's Office conservatively estimates only "but-for" revenues generated by the project and expressly excludes demand generated by the office buildings and retail tenants as well as off-site revenues occurring from displacement or substitution spending. The Budget Analyst does not dispute the revenue assumptions but rather "notes that off-site hotel tax and gross receipts tax revenues cannot be directly attributed to the Warriors Project." However, this is a common and reliable means of estimating revenues that underlies all econometric modelling, including our own Controller's. As part of the amendments offered by Supervisors Farrell and Kim the MBTIF will separately estimate all off-site revenues. Adopting the Budget Analyst's recommendation would decrease the funds available to the MBTIF and jeopardize the City's ability to provide transportation solutions, particularly during peak conditions, and thereby jeopardize the support of the surrounding community.*

3. Approve the proposed ordinance as amended

